

TRADE STABILIZER SEEN IN PACKING CASE AGREEMENT

Settlement Will Have Effect in Restoring Normalcy, Is Belief.

IS HARDING'S POLICY

Gompers Approves Adjustment—A. F. of L. Members Perturbed.

PRESIDENT IS GRATIFIED

Tells Men He'd Harmonize All Differences and Forward Justice.

Special Dispatch to THE NEW YORK HERALD.
New York Herald Bureau, Washington, D. C., March 24.

The Government's settlement of a threatened strike in the packing industry through an agreement whereby the employees accepted material wage reductions was regarded among Administration officials to-day as the establishment of a principle that will have a far reaching effect in bringing the United States back to normal conditions. The principle is that the Government approves of wage reductions in industries to an extent in keeping with the lowering of the cost of living.

President Harding gave his approval to the adjustment of the packing industry dispute when, in response to his invitation, the delegations representing the packers and the employees called at the White House.

"I have asked you in solely for my own satisfaction," Mr. Harding said. "I have learned that you have found a way to avoid a suspension of activities in the packing industry and I wanted, in the presence of the Cabinet representatives who have joined you in this matter, to express to you the appreciation of the Executive. I want to say in regard to the controversy that this Administration has never to its heart at all times any righteous helpfulness that it can give in avoiding a suspension of industrial activities in this country."

"I have said publicly, and I want to say to you, if we can bring our civilization to a point where we can meet around the table in advance and adjust our differences righteously we have made a long step toward tranquility. Please know, those of you who speak for labor and those of you who speak for management, that the Administration does not want to intrude unduly on any occasion. But we always want to be helpful in the cause of justice and the harmonizing of those two elements of American activity."

"Please go away assured of the appreciation of the Executive that you have brought about a solution of the great controversy in the great packing industry. I am grateful to you for myself, and I know the American people will be pleased."

Secretaries Davis, Hoover and Wallace, who participated in the negotiations that led up to the settlement, went to the White House with the delegations, as did Samuel Gompers, president of the American Federation of Labor.

Mr. Gompers referred to the agreement as being the result of "mutual concessions," and expressed the view that it would lead to a better understanding between the packers and their employees. His statements were such as to indicate that he regarded the adjustment as applying merely to the packers' dispute and not one of general policy.

Just the same, considerable uneasiness resulted among officials of the American Federation of Labor, since it has been a policy of the organization to fight reductions in wages whenever they were attempted. The Administration stand, therefore, could be accepted as nothing less than a policy much at cross purposes. The officials, though guarded in their comment, showed an undercurrent of feeling that wage reductions were inevitable and probably would have to be accepted in the general decline from war standards.

At the Department of Labor the authorities admitted that the packers' settlement unquestionably would have its effect in bringing reduced wages in virtually all industries, since it had been a Government endorsement of such a course. They felt that it established a general principle that such reductions should be about from 12 1/2 to 15 per cent., which the packing house employees found to be proper in the conferences with Secretaries Davis, Hoover and Wallace.

21 RAILWAY QUERIES SHOT AT FEDERAL LABOR BOARD

Kansas City Commerce Board Demands Facts as to High Cost of Operation—Light Is Sought in the Responsibility of the United States.

Twenty-one pointed questions relating to the high cost of railroad operation and the responsibility of the Federal Government for the same have been put squarely up to the chairman of the United States Labor Board at Chicago in a letter written by the Chamber of Commerce of Kansas City, Mo., copies of which have been sent broadcast over the country.

All of the questions, it is asserted, are based on statistics which have been placed in the hands of the writers of the letter, and while they are put in the form of queries they constitute virtually statements of fact. Some of the most noteworthy questions which the Labor Board is asked to answer are as follows: "Is it true that under the present classification rules of the shop crafts, in order to change a nozzle in the front end of a locomotive it is necessary to call a boilermaker and his helper to open the door; to call a pipe man and his helper to remove the boiler pipe; and to call a machinist and his helper to remove the tip; also for the same force to be employed in putting on the new tip?" "Is it true that before Federal control a machinist's helper, or a handy man, could put in this nozzle tip alone?" "Is it true that men working on

trucks, spring work and kindred occupations, and paid, before Federal control, handy men's or helpers' wages, or a shade above common laborers' pay, were made mechanics by Supplement 4 issued by Mr. Mead, and are now receiving 85 cents an hour, mechanics' pay?" "Is it true that these mechanics are called 'McAdoo mechanics' because they were made mechanics by the Director-General of Railroads and not by experience?"

"Is it true that men employed to couple and uncouple hose between the cars (not as difficult or hazardous a task as hitching a span of mules) are now classed as car men, receiving 80 cents an hour, with time and one-half for Sundays and holidays, averaging \$215 a month for working seven hours and forty minutes a day?" "Is it true that if a shopman is held after his regular eight hour assignment to complete a job, for say, one hour and fifteen minutes, he would receive pay for six and one-half hours for his one hour and fifteen minutes work?" "Is it true that under the present shop rules all shop employees are allowed one hour a week without performing any services in the shop on the pretext of checking themselves in and out of the shop?" "Is it true that this bonus hour costs the railroads \$12,000,000 per year?"

TUG STRIKERS SEEK U. S. SETTLEMENT

Plea Sent to Hoover Is Turned Over to Secretary Davis for Action.

An appeal to Herbert Hoover, Secretary of Commerce, for an investigation of the conditions leading to the strike of engineers on coastwise tugs, which began yesterday, was telegraphed by Thomas B. Healey, chairman of the Marine Engineers Beneficial Association, 26 Park place, Mr. Hoover replied that as questions of wage agreement are in the province of the Department of Labor he had forwarded the Healey telegram to Secretary Davis.

Mr. Healey said in his telegram: "Operation of coastwise and Sound tugs have, effective March 1, made material reductions in wages. Have attempted to get them to defer action until May 1, when other agreements on steamships expire, which they refused. Engineers and other employees will leave positions, which will result in serious hindrance to the coastwise trade."

"Suggest investigation by the Department of Commerce or a joint inquiry by Departments of Commerce and Labor."

The strike, in which the United Association of Masters, Mates and Pilots joined last night in a meeting at 12 St. Mark's place, affects only two railroads, the Philadelphia and Reading and the Ontario and Western. They haul considerable coal over the deep sea route to New England ports. Their employees on coal barges and tugs come within the classification of men ordered to stop work. The harbor craft of the railroads and of private operators are not affected.

Wage reductions announced by the roads for the harbor marine workers do not take effect until April 15 or April 20, and under the national agreements non-acceptance would have to be referred to the Railroad Labor Board before there could be a strike. The private corporations operating harbor towboats are in even less danger, union men say, for under their agreement with employees the present wage scale continues until December 31 next.

Capt. William Maher, head of the United Association of Masters, Mates and Pilots, said yesterday afternoon that the men on about 150 ocean and Sound going tugs came within the strike order, but that only eighty boats are in operation. He had heard of only six tied up thus far. Many tug boats are at sea and their crews cannot respond to the order until they reach their destinations.

The tugs Harold, Paoli and Roger Williams are tied up at Portland, Me., by strike orders from New York; the tugs Savage, Liberty and Mercury at Boston. Several towboat companies reported that their men refused to quit work.

The railroads report that most of the workers on ferryboats, tugs and other floating equipment in New York harbor have accepted the reductions, effective in April and carrying the scale back to that before July, 1920. Jersey Central ferryboat men have agreed to the cuts, but the tug employees have refused.

Meeting the Jersey Central officers yesterday unskilled workmen said they preferred to have the Railroad Labor Board decide their case, and the appeal will be sent to the board.

SHEET MILLS TO RESUME.
PORTSMOUTH, Ohio, March 24.—Eight sheet mills at the plant of the Whitaker Gloosener Company here will resume April 1, it was announced by company officials here. The mills have been idle for several months. This resumption will give employment to approximately 750 men.

LABOR BOARD MAY CALL 3 RAIL HEADS

Employees Seeking Testimony on Their Attitude Toward Adjustments.

FOR ONE NATIONAL BODY

Hearings in Chicago Extended to Enable Men to Answer Executives' Arguments.

CHICAGO, March 24.—Three railroad presidents, members of the former labor committee of the Association of Railway Executives, will be summoned to testify before the Railroad Labor Board if a request of the employees to-day is granted. Labor representatives asked for their appearance Monday, April 4, to testify concerning their attitude on national boards of adjustment.

W. G. Beiler, president of the Central of New Jersey; E. W. Loomis, president of the Lehigh Valley, and H. E. Byram, president of the Chicago, Milwaukee and St. Paul, are the executives named in the union's request. All were members of the labor committee which took a divided stand on boards of adjustment.

At previous hearings, testimony of other executives showed that Mr. Beiler and Mr. Loomis, who originally voted for national boards, later joined the minority led by W. W. Atterbury of the Pennsylvania, which declared for local boards. The minority reports was later adopted by the member roads. Mr. Byram remained a consistent member of the majority.

Labor began to-day its task of refuting the arguments of the carriers against national agreements. B. M. Jewell, president of the employees' department of the American Federation of Labor, started in to dispose of approximately 1,000 printed pages of argument, and the board ordered the hearing to run through Friday and Saturday, days usually reserved for executive sessions.

Negotiating rules and working agreements on each individual railroad, as proposed by the railway executives, would cost the railroad workers more than \$6,000,000, and require the services of more than 5,000 men, it was stated by Mr. Jewell.

"If the request of the conference committee of managers of the Association of Railway Executives were granted," said Mr. Jewell, "the national agreement advocated by decision of the board, remanding the subject matter of rules and working conditions to the respective railroads and committees of their employees for conference on individual lines, the employees' conference committee on each railroad would necessarily be composed of at least one man from each craft at each point on the railroad. For the 197 roads listed, the figures show the services of 5,154 committeemen would be required, at a total daily expense of \$61,580, and a total expense for ninety days of \$5,542,220, besides additional expenses."

"Much of this enormous expense on both railroad management and on the labor, together with the consumption of valuable time of the highly skilled and essential railroad officials and railroad employees, should be eliminated by co-operation between railroad management and the recognized railroad labor organizations through the creation of a con-

Salt Lake Print Trade Decides on Open Shop

SALT LAKE CITY, March 24.—Declaring that they would be unable to meet the demands of the local Typographical Union on May 1 for an increase in the wages of job printers from \$39 to \$51 a week employing printers to-day announced that the "American plan" of employment would be put in effect in Salt Lake City and Ogden shops when the present agreement with the union expires.

This means, the announcement said, that the open shop will prevail in all the job printing plants in the two cities.

reference committee authorized to represent on the one hand railroad management and on the other railroad employees of their particular crafts."

He cited figures to show that 55 per cent. of the \$55,776 railroad shop employees of Class 1 carriers are members of their respective craft organizations, and declared that since 1912, when the railways employees' department of the American Federation of Labor was organized, there has not been a single authorized strike of federated shop craft employees.

"It is also significant that during this time," Mr. Jewell said, "the greatest progress toward the attainment of just and reasonable wages and working conditions and uniform rules applying alike to all railroads was made."

"As representing the Federated Shop Crafts Employees, we hold that an agreement applying alike to all railroads will be a great, if not the greatest, factor in assisting to establish efficient and economical railroad operation. It will remove the costly labor turnover, which always has existed to a greater or lesser extent, and is due mostly to the fact that wages and conditions of employment on one railroad were more favorable than upon another railroad."

RAILROADS AGREE ON REGIONAL BOARDS

Will Ask Brotherhoods to Confer on Plan.

The standing committee of the Association of Railway Executives, representing more than 90 per cent. of the total railroad mileage in the United States, decided yesterday to notify the four big railroad brotherhoods that the carriers in each of the four railroad regions would decide for themselves the problem of regional boards, and would welcome conferences with the railroads' skilled workmen with the view to establishing these boards. In railroad circles this decision is considered a constructive step in the adjustment of relations between the roads and the big brotherhoods.

Since this is just the reply that the brotherhood chiefs want, and since most of the railroads are in favor of deciding their own problems for themselves, indications point to the belief that the "regional boards"—which will handle every problem between organized skilled workers on the railroads and their employers—will be established in the four main rail regions within a short time.

The reply of the roads to the committee of Brotherhood workers headed by Warren S. Stone, chief of the Brotherhood of Locomotive Engineers, will be drafted to-day and signed by T. De Witt Cuyler, chairman of the Association of Railway Executives. Twenty-five rail-

road executives, comprising virtually all of the leaders in the railroad world, wrestled with the problem yesterday and reached the decision after it had been threshed out from every angle.

The attitude of the Association of Railway Executives is to eliminate wartime conditions wherever possible and to bring back the methods of close contact between employee and employer. Its reply to the chiefs of the brotherhoods will point out that the proposal of the union men is one for each road to decide individually. It is expected that a series of conferences will be held soon by Brotherhood leaders with executives of prominent roads in each section of the country.

The establishment of the boards, their

personnel, the dates when they will take charge, their powers and all similar problems will be left to be decided at these conferences. It is hardly the idea of the rail executives that the proposed boards be clothed with the wide powers held by the regional boards during the war, but rather the executives expect, as do the Brotherhoods, that they shall form a sort of railroad supreme court, whose authority shall be unquestioned in all cases and whose word shall be final in all differences.

CUT IN HARVESTER CO. FORCE.

CHICAGO, March 24.—The International Harvester Company, which last night made known proposed wage reductions of from 6 to 20 per cent. for

45,899 employees, announced to-day that "present economic conditions" would make it necessary to lay off several thousand men within the next sixty days.

TICKET 'SPEC.' FINED AGAIN.

Leo Newman, who has a theatre ticket office at 103 Broadway, was fined \$50 yesterday by Judge John C. Knox in the United States District Court when he pleaded guilty to selling theatre tickets on which the sale price was not printed. He was charged with selling four tickets worth \$3.50 to a customer at \$10 each. Newman was fined \$5 recently on a previous complaint.

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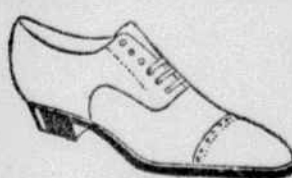
\$8.50 and 9.75

Women's Shoes

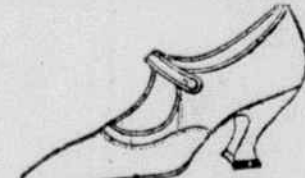
Satin, Tan or Black Calfskin, Combinations of Calf and Buckskin,

\$8.00, 8.50, 9.75

The Shoes pictured below are but suggestions from the extensive number of styles offered in this event.

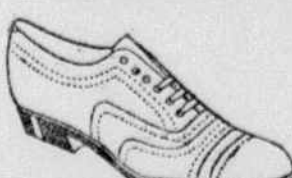


Men's Oxfords in Brown Cordovan, made on a comfortable, stylish last. Per pair Special \$9.75



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Every shoe constructed to the highest standards of workmanship from carefully selected leathers of the finer grade.



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